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CLASSIFICATION CONFIDENTIAL	
COUNTRY <u>Soviet Zone, Germany</u>	
TOPIC <u>Airfield of SCHOENWALDE</u>	
EVALUATION	25X1
DATE OF CONTENT <u>See below</u>	
DATE OBTAINED	DATE PREPARED <u>23 September 1949</u>
REFERENCES	
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE)
REMARKS	
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There was night flying with DC-3s and Pe-2s at the SCHOENWALDE (N 53/2 66) airfield. Ambulance [] left the field.

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2. []

Upon two red ground signals two U-2 biplanes took off about 2 p.m. and headed west.

3. []

There was a haze and showers. Individual DC-3s and Pe-2s practiced instrument flyin all day until it became dark.

4. []

Fighters which were stationed at other airfields practiced acrobatics over the SCHOENWALDE field. Twin-engine aircraft made night flights *.

5. []

One U-2 biplane landed at the airfield. Only the wooden cabin without masts stood near the radio or DF station at the western edge of the airfield. Individual DC-3s practiced flying after night fall. Individual fighters which were not assigned to the SCHOENWALDE airfield flew over the field.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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NO CHANGE in Class.

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6.

Individual twin-engine aircraft with double rudder assembly made night flights in clear, starry weather *.

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7.

Four radio masts were erected near the radio or DF station. They were twice as high as the wooden cabin around which they were arranged. On top of the cabin there was a vertical mast which was connected by wires with the four antenna masts.

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8.

A formation of nine DC-3s landed at the airfield about 9 p.m. immediately thereafter the aircraft made individual flights. Single-engine aircraft which were recognized as fighters by the noise of their engines also made night flights *.

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9.

U-2 biplanes landed at the airfield and practiced night flights.

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10.

There was no day or night flying. Fifteen freight cars stood on the spur track. According to local residents, they were to be loaded with furniture belonging to the last Soviet dependents in SCHOENALDE. Packed boxes stood in front of the officers' billets **.

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11.

There was no flying at the airfield.

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12. There was no flying. Eighteen empty railroad cars stood on the spur track.

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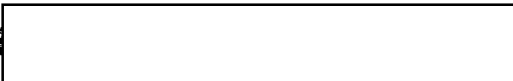
13.

Individual Pe-2s which were recognized by the noise of their engines and their silhouettes in the clear sky made night flights *.

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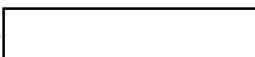
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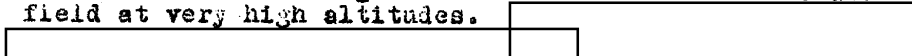
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One Pe-2 took off from the airfield. The previously observed empty freight cars had left after having been loaded. According to workers, they had been loaded before departure. There was no night flying at the airfield. Individual fighters were observed over the airfield at very high altitudes.




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Comment:

- a. Report confirms that the SCHONWALDE airfield is occupied by Pe-2s and LI-2s. From the observed flying activity it is inferred that the aircraft are very probably assigned to a training unit. This assumption is confirmed by information supplied by source "Money-Mart" according to which the unit stationed in SCHONWALDE is a training regiment of the IIIrd Arm Corps. This unit is equipped with Pe-2s and LI-2s.
- * b. It is noteworthy that night flights with fighters were repeatedly observed. A night fighter unit is, therefore, assumed to be stationed in the area west of BERLIN. 25X1
- ** c. The shipment of furniture of Soviet dependents is reported for the first time. 
the unit previously stationed in SCHONWALDE was transferred to STAKEN. The shipment of furniture was possibly effected in connection with this transfer.

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